

Partnership Synopsis

All Partnerships At All Navy Depots

NA-01		As of Fourth Quarter FY02	
Project: AV-8B Remanufacture Program		Status: Currently Active Active Preceding Fiscal Year	
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	CHYPT	Boeing and BAE Team	Workshare
Authority		Period Of Performance	
Not Applicable Other-Memorandum of Understanding (MOU)		Start Date: April 1996	End Date: September 2003
Description of Partnership			
<p>In general, NADEP Cherry Point disassembles AV-8B Day-Attack aircraft and repairs and/or modifies 287 components and provides those units as re-used Government Furnished Equipment (GFE) to Boeing and BAE. Boeing and BAE install GFE and CFE into a new fuselage and deliver the remanufactured aircraft to the Fleet. Boeing and NADEP Cherry Point have a MOU and Condition of Supplies (COS) to process the CFE and GFE. NADEP delivers 23 kits consisting of the 287 CFE components to meet Boeing and BAE production schedules. Boeing delivers remanufactured (REMAN) aircraft to the Fleet in accordance with delivery schedule contained in a Fleet letter. Boeing is contracted by NAVAIR PMA257 and NADEP CHPT is funded by NAVAIR PMA257 to perform the workload. NADEP Cherry Point provides: skilled labor force, existing support equipment, delivery of 205 RFU Components to Boeing, Delivery of 45 Modified Components to Boeing, delivery of 37 RFI Components to Boeing, parts required to perform repair, production engineering support, depot logistics support and engineering support. Boeing and BAE provide: skilled labor force, existing support equipment, supplies parts for mod kits to NADEP Cherry Point, production of REMAN aircraft, delivery of REMAN aircraft to the Fleet, and engineering support.</p>			
Weapon System(s) or Equipment Being Supported			
AV-8B Harrier; AV8-B Harrier			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$45,000,000
Expected Annual Revenue:			\$6,500,000
Depot Revenue To Date:			\$45,000,000
Benefits			
Excessive corrosion found during processing resulted in new maintenance processes for components previously considered "lifetime" components.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			26.0
Anticipated private sector jobs in the local community (excluding those at the depot)			_____
Anticipated private sector jobs at the depot			_____
Federal Government DLHs at the depot expended to date			594,344.0
Capital Investment			
Expected private sector investment			\$ _____ 0
Expected direct investment at the depot by other government entities			\$ _____ 0

NA-02		As of Fourth Quarter FY02	
Project:	AN/AWG-9 Fire Control Radar Components		Status: Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	JAX	Systems & Electronics, Inc (SEI)	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date:	February 1999	End Date: February 2003
Description of Partnership			
<p>In 1999, SEI was under a Low Rate Initial Production contract (N00189-95-C-0333) to develop AN/AWG-9 Test Program Sets for the CASS Offload program. Under this contract, SEI was provided AN/AWG-9 assets (GFE) and they are required to maintain these assets in RFI condition. Based on this maintenance requirement SEI requested NADEP Jacksonville enter into a teaming arrangement with them to repair any of the AN/AWG-9 Units Under Test (UUT) that fail during their LRIP and Production contracts. SEI notifies NADEP Jacksonville when an AN/AWG-9 component fails. NADEP Jacksonville issues a delivery order with the cost estimate to perform a check, test, and repair the failed unit. SEI provides funding to complete this effort. Upon receipt of funding, NADEP Jacksonville completes the repairs and ships the RFI unit back to SEI. SEI provides: failed units, funding to perform repair, and shipping to and from NADEP Jacksonville. NADEP Jacksonville provides: existing facilities, manpower, existing support equipment, and existing technical documentation. This arrangement was available in FY01, but no depot resources were used in FY01.</p>			
Weapon System(s) or Equipment Being Supported			
AN/AWG-9 Fire Control Radar Components			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$10,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$19,000
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			124.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NA-03		As of Fourth Quarter FY02	
Project:	Various F-14, EA-6B, AH-1 and F-22 Antenna and Radome Testing		Status: Completed Active Preceding Fiscal Year
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	JAX	Neptune Technical Services, Inc.	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date:	December 2000	End Date: October 2001
Description of Partnership			
<p>Neptune Tech Services, Inc. develops and manufactures advanced composite and bonded metallic structures for frontline fighter, attack, and electronic warfare aircraft. Additionally, Neptune manufactures engineered composite structures for microwave and RF communications hardware, naval and ground vehicle structures and industrial fabrications. Under this agreement Naval Air Depot Jacksonville (NADEP JAX) was to provide RF antenna and radome testing, autoclave processing, and coordinates measuring machine inspection on an as requested basis. In this agreement, Neptune Technical Services was to notify NADEP JAX when a negotiated type service was required. NAVAIRDEPOT JAX was to issue a delivery order with the cost estimate to perform the service. Neptune Technical Services was to provide funding to complete this effort. Upon receipt of funding, NADEP JAX was to perform the service and notify Neptune Technical Services when the unit or component was ready for pickup. Neptune Technical Services was to provide: the article or unit to be tested, funding to perform test, and shipping to and from NADEP JAX. NADEP JAX was to provide: existing facilities, manpower, existing support equipment, and existing technical documentation. Although this arrangement was in place during FY01, Neptune Tech Services, Inc. did not generate any requirements to NADEP JAX.</p>			
Weapon System(s) or Equipment Being Supported			
Various F-14, EA-6B, AH-1 and F-22 Components			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$55,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$0
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			0.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NA-04		As of Fourth Quarter FY02	
Project: J-52 Engines		Status: Completed Active Preceding Fiscal Year	
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	JAX	General Electric Engine Services (GEES) Miami	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date: September 2000	End Date: February 2003	
Description of Partnership			
<p>GEES-M is an engine overhaul shop for gas turbine engines. This facility was performing J-52 Engine warranty support for a Foreign Military customer until May 2000 when this repair/overhaul product line closed. GEES-M is still obligated to provide warranty support for the J-52 Engine and sought a teaming arrangement with NADEP Jacksonville to meet their obligation. In this arrangement GEES-M notifies NADEP Jacksonville when an J-52 Engine fails and requires repair. NADEP Jacksonville issues a delivery order with the cost estimate to perform a check, test, and repair of the failed unit. GEES-M provides funding to complete the effort. Upon receipt of funding, NADEP Jacksonville completes the repairs and provides custody of the RFI J-52 engine back to GEES-M. GEES-M provides failed J-52 engines, funding to perform repair, and shipping to and from NADEP Jacksonville. NADEP Jacksonville provides existing facilities, manpower, existing support equipment, existing technical documentation, and material/piece parts via the Navy supply system. The agreement was anticipated to end May 2001, but due to delay in receipt of required material/piece parts to accomplish repairs, the new anticipated completion date is February 2003.</p>			
Weapon System(s) or Equipment Being Supported			
J-52 Engines for Argentine Air Force			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$150,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$61,402
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			1.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			413.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NA-06		As of Fourth Quarter FY02	
Project: LAU-7, PP-2581A/A Power Supply		Status: Completed Active Preceding Fiscal Year	
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	JAX	Associated Aircraft Manufacturing & Sales, Inc. (AAMSI)	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date: July 2000	End Date:	August 2001
Description of Partnership			
Associated Aircraft Manufacturing & Sales, Inc. deals in the manufacturing and sales of U.S. military aircraft equipment and parts. They sell this equipment and parts to both the U. S. government Military and approved Foreign Military customers. Under the agreement, AAMSI notified NADEP Jacksonville when they had PP-2581A/A Power Supplies requiring repair. NADEP Jacksonville issued a delivery order with the cost estimate to perform a check, test, and repair of the failed unit. AAMSI provided funding to complete this effort. Upon receipt of funding, NADEP Jacksonville completed the repairs and shipped the RFI unit back to AAMSI. AAMSI provided failed unit(s), funding to perform repair, and shipping to and from NADEP Jacksonville. NADEP Jacksonville provided: existing facilities, manpower, existing support equipment, existing technical documentation, and material/piece parts via the Navy supply system.			
Weapon System(s) or Equipment Being Supported			
LAU-7 Power Supply (PP-2581A/A) primarily sold by AAMSI to Foreign Customers			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$15,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$14,240
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			132.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NA-07 (1)		As of Fourth Quarter FY02	
Project:	F/A-18E/F Integrated Readiness Support Teaming (FIRST) (1)		Status: Currently Active Active Preceding Fiscal Year
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	JAX	Boeing	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date:	June 2001	End Date: June 2006
Description of Partnership			
<p>NADEP Jacksonville is assigned depot level maintenance responsibility for specific F/A-18E/F unique components as a function of Title 10 core requirements. The Boeing Company is the original equipment manufacturer of the F/A-18E/F aircraft and provides engineering, logistics and system design and development. The F/A-18E/F Integrated Readiness Support Teaming (FIRST) program provides improved asset availability to the Fleet user thereby increasing overall readiness as well as maintaining core capability at NADEP Jacksonville. The FIRST contract tasks The Boeing Company with providing total asset management, material management, transportation, and reliability improvement support services. The FIRST program is a 5 year contract (2 year base with three (3) one (1) year options).</p> <p>In accordance with the negotiated agreement between NADEP Jacksonville and The Boeing Company, each partner is responsible for the following products or services. The Boeing Company responsibilities include total asset management, negotiating quarterly workload schedules with NADEP Jacksonville, providing assets to support the workload schedule, providing all repair material (piece parts), configuration management (Class 2 change authority), providing engineering and technical support, investigating and incorporating reliability improvements, shipping assets to NADEP Jacksonville, packaging and shipping repaired RFI assets from NADEP Jacksonville, and providing funding to NADEP Jacksonville to accomplish negotiated tasks. NADEP Jacksonville responsibilities include providing facilities to perform negotiated workload, skilled artisans, support equipment and support equipment maintenance. NADEP Jacksonville is also responsible for utilizing existing technical documentation to perform repairs and collect and provide failure data to The Boeing Company for each repairable asset inducted.</p>			
Weapon System(s) or Equipment Being Supported			
F/A-18 E/F Unique Components			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$653,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$0
Benefits			
<p>NADEP Jacksonville expects to obtain reduced repair cycle time (Turn-Around-Time) based on the Boeing Company providing repair material/parts within two days after identification of the required for material/part. NADEP Jacksonville will collect failure data on repaired components and provide this data to the Boeing company for reliability analysis with the intent of developing and incorporating reliability improvements into specific components.</p>			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			3.0
Anticipated private sector jobs in the local community (excluding those at the depot)			0.00
Anticipated private sector jobs at the depot			1.00
Federal Government DLHs at the depot expended to date			0.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NA-07 (2)		As of Fourth Quarter FY02	
Project: F/A-18E/F Integrated Readiness Support Teaming (FIRST) (2)		Status: Currently Active	
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	CHYPT	Boeing	Sale Of Services Teaming
Authority	Period Of Performance		
10 USC 2563	Start Date: June 2001	End Date:	June 2005
Description of Partnership			
Boeing provides overall program execution as well as customer and engineering support for the Navy's F/A-18E/F unique components to NADEP Cherry Point to repair these F/A-18E/F aircraft air conditioning and environmental support systems. NADEP Cherry Point provides the touch labor and the depot maintenance logistics support to repair the failed F/A-18E/F aircraft air conditioning and environmental support systems components for Boeing.			
Weapon System(s) or Equipment Being Supported			
F/A-18E/F Aircraft air conditioning and Environmental support systems			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$4,400,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$176,338
Benefits			
This arrangement should yield reduced product support costs through reduced Infrastructure (Fleet & Support), reduced obsolescence risks/cost, reduced provisioning and data requirements, and improved availability/reliability resulting in reduced pipeline/inventory requirements. There is expected to also be improved weapon system availability through availability commitments/guarantees, and reliability commitments/guarantees.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			20.0
Anticipated private sector jobs in the local community (excluding those at the depot)			3.00
Anticipated private sector jobs at the depot			0.00
Federal Government DLHs at the depot expended to date			2,102.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NA-07 (3)		As of Fourth Quarter FY02	
Project:	F/A-18E/F Integrated Readiness Support Teaming (FIRST) (3)		Status: Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	NORIS	Boeing	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date:	June 2001	End Date: June 2006
Description of Partnership			
Boeing has a Performance Based Logistics (PBL) prime contract with NAVICP. NADEP North Island performs depot repair services to Boeing as a subcontractor.			
Boeing provides funding, repairable units, repair parts, obsolescence management, and shipping. NADEP North Island provides touch labor, facilities, technical data, equipment, production engineering and packaging.			
Weapon System(s) or Equipment Being Supported			
Various F/A-18E/F peculiar components			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$50,250,000
Expected Annual Revenue:			\$10,000,000
Depot Revenue To Date:			\$160,000
Benefits			
There is no comparative metric because all of the units repaired under FIRST are being processed under the PBL approach from inception. The PBL model, by design, is expected to increase availability to the Fleet.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			57.0
Anticipated private sector jobs in the local community (excluding those at the depot)			0.00
Anticipated private sector jobs at the depot			1.00
Federal Government DLHs at the depot expended to date			1,600.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NA-08		As of Fourth Quarter FY02	
Project: SR-61/AS-61 Blades		Status: Completed Active Preceding Fiscal Year	
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	CHYPT	Aviation Blade Services	Sale Of Services Workshare
Authority		Period Of Performance	
Other-Workshare	Start Date: May 1999	End Date:	September 2001
Description of Partnership			
In this arrangement NADEP Cherry Point dynamically balanced blades. ABS provided the assets. PMA 225 and NAVAIR Depot Cherry Point negotiated quarterly schedules based on ABS requirements for dynamic balance of the SR61/AS61 blades. ABS shipped the scheduled blades to NADEP Cherry Point. Upon completion of the balance NADEP Cherry Point shipped them to ABS. PMA 276 funded the workload. ABS provided: units for dynamic balancing and delivery of units to the depot. NAVAIR Cherry Point provided existing facilities, a skilled labor force, and depot logistics support.			
Weapon System(s) or Equipment Being Supported			
SR-61/AS-61 Blades			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$26,000
Expected Annual Revenue:			\$22,000
Depot Revenue To Date:			\$26,000
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			239.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NA-09		As of Fourth Quarter FY02	
Project: P-3/S-3/C-2/F/A-18 Auxiliary Power Units (APUs)		Status: Currently Active Active Preceding Fiscal Year	
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	CHYPT	Honeywell	Sale Of Services Teaming
Authority	Period Of Performance		
10 USC 2563	Start Date: June 2000	End Date:	June 2010
Description of Partnership			
Honeywell provides overall Program execution as well as Customer and Engineering Support for the Navy's P-3, S-3, C-2 and F/A-18 APUs and provides parts to NADEP Cherry Point to repair these APUs. NADEP Cherry Point provides the touch labor and the depot maintenance logistics support to repair the failed APU units for Honeywell. Honeywell and NAVAIR Depot Cherry Point negotiate quarterly schedules based on Fleet requirements for the APUs and their related reparable sub-components. NADEP Cherry Point provides the cost for the agreed-upon quarterly schedule of work. Honeywell funds the workload and NADEP Cherry Point completes the repairs. Honeywell provides: failed units, funding to perform repair, delivery of failed units to the depot and pick-up of repaired units, engineering support, parts required to perform the repair, inventory management, warehousing-packaging, handling, storage and transportation. NADEP Cherry Point provides existing facilities, a skilled labor force, existing support equipment, production engineering support, and depot logistics support.			
Weapon System(s) or Equipment Being Supported			
P-3/S-3/C-2/F/A-18 Auxiliary Power Units (APUs)			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$107,000,000
Expected Annual Revenue:			\$5,300,000
Depot Revenue To Date:			\$18,590,456
Benefits			
This arrangement should yield reduced product support costs through reduced Infrastructure (Fleet & Support), reduced obsolescence risks/cost, reduced provisioning and data requirements, and improved availability/reliability resulting in reduced pipeline/inventory requirements. There is expected to also be improved weapon system availability through availability commitments/guarantees, and reliability commitments/guarantees.			
NAVICP also indicates that the average time from receipt of requisition is 6.5 days worldwide (versus 35 days prior to the partnership). The supply material availability average of four programs at depot increased from 65% to 95%. Repairs awaiting parts reduced from 232 to zero. Backorders reduced from 125 to 33. More than 500 plus APUs have been overhauled with over 30 reliability improvements incorporated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			26.0
Anticipated private sector jobs in the local community (excluding those at the depot)			8.00
Anticipated private sector jobs at the depot			0.00
Federal Government DLHs at the depot expended to date			110,117.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NA-11		As of Fourth Quarter FY02	
Project:	Calibration, Metal Processing and Engineering Support		Status: Currently Active Active Preceding Fiscal Year
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	JAX	Logistic Services International	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date:	September 2001	End Date: March 2006
Description of Partnership			
<p>LSI is a Jacksonville, Florida-based company established over twenty years ago to meet non-core component repair and material management needs of the Navy and FMS customers. LSI is a Navy certified source of repair for hundreds of aeronautical components and has capability and capacity to support a broad range of avionics, structural, hydraulic, manufacturing and metal fabrication processes. NADEP Jacksonville will provide calibration, metal processing and engineering support services to LSI on an as requested basis. Under this partnership LSI notifies NADEP Jacksonville when they have a test stand requiring calibration or items requiring metal processing services. NADEP Jacksonville issues a delivery order with the cost estimate to perform the task(s) requested. LSI provides funding to complete this effort. Upon receipt of funding, NADEP Jacksonville performs the task in accordance with the delivery order. LSI provides access to test stand requiring calibration, item requiring metal processing, funding to perform repair, and shipping to and from NADEP Jacksonville. NADEP Jacksonville provides existing facilities, manpower, existing support equipment, and existing technical documentation.</p>			
Weapon System(s) or Equipment Being Supported			
ARC182 Radio; Miscellaneous Airframe Components; Trainer Aircraft			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$275,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$8,000
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			1.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			62.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NA-12		As of Fourth Quarter FY02	
Project:	LAU-7, AN/APG-65 and AN/ARA-48		Status: Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	JAX	S & K Technologies, Inc.	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date:	January 2002	End Date: March 2008
Description of Partnership			
<p>S&K Technologies, Inc. requested the services of NADEP Jacksonville to test and repair components utilized on the following systems: LAU-7 Power Supply, APG-65, ARA-48 utilized on multiple aircraft platforms. S&K Technologies, Inc. is a domestic and international supplier or repair support for repairable parts to the military and commercial aviation industries. According to the agreement between S&K Technologies and NADEP Jacksonville, each partner is responsible for the following for each delivery order: S&K Technologies provides funding to have assets tested and repaired, the asset to be repaired, packaging and shipping of RFI assets. NADEP Jacksonville provides facilities to perform repair, skilled labor (artisans), and support equipment. NADEP Jacksonville also maintains support equipment, utilizes technical documentation to perform repairs and provides a certificate of conformance upon completion of repair.</p>			
Weapon System(s) or Equipment Being Supported			
Primarily for Foreign Customers of S& K Technologies, Inc.; Various Aircraft Components--LAU-7, AN/APG-65 and AN/ARA-48			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$500,000
Expected Annual Revenue:			
Depot Revenue To Date:			
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			1.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			0.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NA-13		As of Fourth Quarter FY02	
Project:	CF-18 Boresight		Status: Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	JAX	Boeing	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date:	January 2002	End Date: March 2003
Description of Partnership			
Under this partnership NADEP Jacksonville will provide depot services to calibrate CF-18 Boresight Alignment equipment as requested by the Boeing Company. This work will include, but not be limited to providing program management, supervision, labor, facilities and equipment for the calibration of Boresight Alignment Set, EGI Adapters, MAD Adapters and ADSU Adapters. In accordance to the agreement negotiated between NADEP Jacksonville and the Boeing Company, each partner has certain responsibilities. Boeing Company is responsible for inventory and asset tracking, transportation of assets, repair parts, and technical support. NADEP Jacksonville is responsible for reporting schedule and funding expenditures, induction of assets, calibration of assets, preparation for shipment, and maintenance of inspection and test records. Boeing has a contract with Canada for the assets calibrated by NADEP JAX.			
Weapon System(s) or Equipment Being Supported			
CF-18 Boresight Alignment Equipment Calibration			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$14,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$7,340
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			71.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NA-14		As of Fourth Quarter FY02	
Project:	Test and Repair Components on P-3, F/A-18, H-3 and H-60		Status: Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	JAX	Aeronautical Systems, Inc.	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date:	January 2002	End Date: December 2007
Description of Partnership			
Aeronautical Systems, Inc. requested services of NADEP Jacksonville to test and repair components utilized on multiple aircraft, including: P-3, F/A-18, AV-8B, H-3 and H-60. Aeronautical Systems, Incorporated is a domestic and international supplier, overhaul and repair facility and Alternative Equipment Manufacturer (AEM) of replacement parts to the military and commercial aviation industries. According to the agreement negotiated between Aeronautical Systems, Incorporated and NADEP Jacksonville each partner is responsible for the following for each delivery order. Aeronautical Systems, Incorporated provides funding to have assets tested and repaired, the asset to be repaired, and packaging and shipping of RFI asset. NADEP Jacksonville provides facilities to perform repair, provide skilled labor (artisans), support equipment and support equipment maintenance. NADEP Jacksonville is also responsible to utilize technical documentation to perform repairs and provide a certificate of conformance upon completion of repair. The assets tested and repaired by NADEP JAX are in turn sold to the Spanish Navy by Aeronautical Systems, Inc.			
Weapon System(s) or Equipment Being Supported			
Components used on multiple aircraft, including P-3, F/A-18, AV-8B, H-3, and H-60			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$160,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$7,094
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			1.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			95.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NA-15		As of Fourth Quarter FY02	
Project:	AN/ALQ-126B Countermeasures Set		Status: Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	JAX	BAE Systems	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date: April 2002	End Date:	June 2003
Description of Partnership			
<p>NADEP Jacksonville is assigned and is currently providing depot-level maintenance for the AN/ALQ-126B as a function of Title 10 core requirements. BAE Systems (formerly known as Sanders, a Lockheed Martin Company), the original equipment manufacturer, is currently negotiating a Performance Based Logistics (PBL) contract with NAVICP to improve the availability and reliability of the AN/ALQ-126B assets with the overall goal of reducing total ownership cost. Through the teaming arrangement between NADEP Jacksonville and BAE Systems, BAE will provide total asset management, material management, transportation, and reliability improvement support services. In accordance with the negotiated agreement between NADEP Jacksonville and BAE Systems, each partner will be responsible for the following. BAE Systems provides total asset management, negotiates quarterly workload with NADEP Jacksonville, provides assets to support workload schedule, provides all repair material (piece parts), provides configuration management (Class II change authority), provides engineering and technical support, and investigates and incorporates reliability improvements, ships assets to NADEP Jacksonville, provides packaging and shipping of repaired RFI assets from NADEP Jacksonville, and provides funding to NADEP Jacksonville to accomplish negotiated tasks. NADEP Jacksonville provides facilities to perform negotiated workload, skilled labor (artisans), and support equipment and support equipment maintenance. NADEP Jacksonville is to utilize technical documentation to perform repairs and collect and provide failure data to BAE Systems for each repairable asset inducted.</p>			
Weapon System(s) or Equipment Being Supported			
AN/ALQ-126B Countermeasures Set			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$900,000
Expected Annual Revenue:			
Depot Revenue To Date:			
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			4.0
Anticipated private sector jobs in the local community (excluding those at the depot)			0.00
Anticipated private sector jobs at the depot			1.00
Federal Government DLHs at the depot expended to date			0.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NA-16		As of Fourth Quarter FY02	
Project:	F404 High Pressure Turbine (HPT) Rotors		Status: Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	JAX	General Electric Aircraft Engines (GEAE)	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date:	December 2001	End Date: December 2005
Description of Partnership			
<p>GEAE currently has a prime contract (N00383-01-D-023M, dated August 2001) to repair and modify the input/output configurations of the HPT Rotors that the Naval Inventory Control Point-Philadelphia (NAVICP) considers overflow in excess of that normally assigned as a Fleet Exchange (F/E) schedule with the depot. The existing prime contract is a firm-fixed-price contract with a base period of one year followed by three one-year options, for a total contract performance period of four years. The first overflow call from the prime contract occurred in January 2002; at which time, GEAE and NADEP Jacksonville began work under the proposed, previously agreed-to Commercial Services Agreement (CSA.). In accordance with the negotiated agreement between NADEP Jacksonville and GEAE, each partner will be responsible for the following products or services. GEAE responsibilities include negotiating quarterly workload schedule with NADEP Jacksonville, providing assets to support the workload schedule, providing all repair material (piece parts), shipping assets to NADEP Jacksonville, providing packaging and shipping of repaired RFI assets from NADEP Jacksonville, and providing funding to NADEP Jacksonville to accomplish negotiated tasks. NADEP Jacksonville responsibilities include providing facilities to perform negotiated workload, providing skilled artisans, providing and maintaining support equipment, utilizing existing technical documentation to perform repairs, and collecting and providing failure data to GEAE for each repairable asset inducted.</p>			
Weapon System(s) or Equipment Being Supported			
F404-GE-400/402 High Pressure Turbine			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$1,400,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$83,444
Benefits			
<p>NADEP Jacksonville expects to obtain reduced repair cycle time (Turn-Around-Time) based on General Electric providing repair material/parts within two days after identification of the required material/part. NADEP Jacksonville will also collect failure data on repaired components and provide this data to General Electric for reliability analysis with the intent of developing and incorporating reliability improvements into specific components.</p>			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			2.0
Anticipated private sector jobs in the local community (excluding those at the depot)			1.00
Anticipated private sector jobs at the depot			1.00
Federal Government DLHs at the depot expended to date			922.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NA-17		As of Fourth Quarter FY02	
Project:	Aircraft Painting		Status: Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	NORIS	San Diego Aircraft Carrier Museum	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date:	October 2002	End Date: October 2005
Description of Partnership			
NADEP North Island will be painting aircraft for the museum. The museum will provide the paint specifications and the paint. NADEP North Island will provide the touch labor on a non-interference basis. NADEP North Island provides touch labor, facilities and equipment to paint various museum aircraft. The San Diego Aircraft Carrier Museum provides each ready-for-paint aircraft and paint. Actual work under this agreement is expected to begin in April 2003.			
Weapon System(s) or Equipment Being Supported			
Various former Navy Type/Model/Series aircraft			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$450,000
Expected Annual Revenue:			\$150,000
Depot Revenue To Date:			\$0
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			5.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			0.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NA-18		As of Fourth Quarter FY02	
Project:	ASN-150 Portable Programmer		Status: Completed
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	NORIS	Sikorsky	Sale Of Articles Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date:	June 2002	End Date: October 2002
Description of Partnership			
In this arrangement the depot designs and constructs the programmer. Sikorsky provides the funding.			
Weapon System(s) or Equipment Being Supported			
ASN-150 Tactical Data Processor Portable Programmer			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$98,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$98,000
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			400.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NS-01		As of Fourth Quarter FY02	
Project: High Performance Brush		Status: Currently Active Active Preceding Fiscal Year	
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	PTNSY	Noesis, Inc.	Sale Of Services
Authority	Period Of Performance		
10 USC 2539b	Start Date: April 2000	End Date: June 2006	
Description of Partnership			
Noesis, under a NAVSEA contract, is developing this technology to improve the operating and maintenance characteristics of electric motors and generators. Noesis needs testing and technical support, as well as special facilities with capability and experience with 500Kw motor generator sets. Portsmouth NSY is providing the support for that need. Portsmouth NSY provides equipment, technical support and knowledge for testing services. Noesis provides program management, technical data and engineering expertise, R & D expertise, and funding.			
Weapon System(s) or Equipment Being Supported			
500 Kilowatt (Kw) Motor Generators			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$3,000,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$1,680,583
Resources Provided/Benefits Derived: Federal government is expected to benefit through reduced maintenance and improved operating cycles of involved equipment.			
Benefits			
Although the technology is under development, the expectations are that it will result in reduced maintenance and equipment down-time, and reduced noise. Portsmouth Naval Shipyard employee exposure to private business has highlighted efficiencies not normally recognized. Also, as this is a technology development and testing program, new technology is introduced.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			5.0
Anticipated private sector jobs in the local community (excluding those at the depot)			0.00
Anticipated private sector jobs at the depot			2.00
Federal Government DLHs at the depot expended to date			19,871.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NS-02		As of Fourth Quarter FY02	
Project:	Lease of Portsmouth Naval Shipyard Former Prison		Status: Completed Active Preceding Fiscal Year
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	PTNSY	Seavey Island, L.L.C.	Lease of Facilities Only
Authority	Period Of Performance		
10 USC 2667	Start Date:	June 1999	End Date: January 2003
Description of Partnership			
Seavey Island, LLC has leased the former Naval Prison, with the intent to refurbish and sublet class A office space. Unforeseen circumstances (death of lessee) will likely result in lease termination. Lease termination negotiations are in process.			
Weapon System(s) or Equipment Being Supported			
None			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			
Expected Annual Revenue:			
Depot Revenue To Date: \$0			
Other Considerations: The lessee is required to reimburse the Government for the cost of utilities and services including the cost expended by the Government for maintenance, repair, and administration. Lessee is required to expend a minimum of \$50K per year for normal maintenance of the leased facility, in addition to an annual consideration of \$125K. The Government may approve use of the consideration to fund long term maintenance projects.			
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			0.0
Capital Investment			
Expected private sector investment			\$ 500,000
Expected direct investment at the depot by other government entities			\$ 0

NS-03		As of Fourth Quarter FY02	
Project:	SS INDEPENDENCE Drydocking		Status: Completed Active Preceding Fiscal Year
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	PHNSY	American Classic Voyages Company	Lease of Facilities Only
Authority	Period Of Performance		
10 USC 2667	Start Date:	March 2001	End Date: March 2001
Description of Partnership			
This arrangement involved the lease of drydock number 4 at Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility. Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility allowed, as requested and based on availability of drydock space, American Classic Voyages Company the use of drydock number 4 for docking and performing repairs for the SS INDEPENDENCE, a private cruise liner. American Classic Voyages Company, provided services-in-kind rental payment for the use of drydock number 4.			
Weapon System(s) or Equipment Being Supported			
None			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			
Expected Annual Revenue:			
Depot Revenue To Date: \$61,000			
Other Considerations: For the right to use the leased property, the lessee performed certain in-kind maintenance, repairs, and improvements to the facilities and equipment of the leased property.			
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			50.0
Anticipated private sector jobs in the local community (excluding those at the depot)			700.00
Anticipated private sector jobs at the depot			0.00
Federal Government DLHs at the depot expended to date			3,500.0
Capital Investment			
Expected private sector investment			\$ Unknown
Expected direct investment at the depot by other government entities			\$ 0

NS-04		As of Fourth Quarter FY02	
Project:	Nuclear Aircraft Carrier (CVN) Maintenance Work Resource Sharing		Status: Currently Active Active Preceding Fiscal Year
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	PSNSY	Todd Pacific Shipyard, Inc.	Government Furnished Resources Sale Of Articles Sale Of Services Teaming Workshare
Authority	Period Of Performance		
Other-Contract N00024-99-C-8503/MOA	Start Date: January 1999	End Date: January 2004	
Description of Partnership			
Puget Sound Naval Shipyard will subcontract segments of its aircraft carrier workload to Todd Pacific Shipyard Inc. (via SupShip Puget Sound) due to resource shortfalls. Todd Pacific or its subcontractor also does this in reverse when SupShip Puget Sound has commitments that cannot be filled; SupShip will fund Puget Sound Naval Shipyard for that work. Puget Sound Naval Shipyard supports Todd Pacific by accomplishing work in the propulsion spaces, which may not be accessible by private contractor due to security classification, and highly technical work that requires certification or license by NAVSEA. Todd Pacific supports Puget Sound Naval Shipyard, by providing resources for the remaining work, e.g. painters, welders, pipe fitters. One result of this arrangement was the completion of major service steam piping change outs for the CVN-72 and CVN-70.			
Weapon System(s) or Equipment Being Supported			
Aircraft Carrier distributive systems, alterations, ships structure, repairs, and preservation			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			
Expected Annual Revenue:			
Depot Revenue To Date: \$0			
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			945.00
Anticipated private sector jobs at the depot			315.00
Federal Government DLHs at the depot expended to date			0.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NS-05		As of Fourth Quarter FY02	
Project:	Puget Sound and Pacific (PS&P) Railway Contract		Status: Currently Active Active Preceding Fiscal Year
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	PSNSY	Puget Sound and Pacific Railway	Other-Transportation Agreement
Authority	Period Of Performance		
Other-10 USC 2304(c)(1)	Start Date:	December 1944	End Date: Ongoing
Description of Partnership			
<p>The Navy owns the railway between Shelton, WA, and Submarine Base Bangor. Puget Sound Naval Shipyard is the property record holder for the 38 mile segment between Bremerton, WA and Shelton. Puget Sound and Pacific Railroad is allowed to use the railway for commercial hauling in exchange for doing normal maintenance to the rails and roadbed. The Shipyard provides funding for major maintenance and capital improvements. The Navy pays a separate fee for transportation of rail cars loaded with Navy goods. The railway is vital to the missions accomplished by the Navy. This agreement reduces the government's annual maintenance costs and provides the added benefit of more regular monitoring and feedback of the facility condition than would be possible with intermittent use for Navy purposes only.</p>			
Weapon System(s) or Equipment Being Supported			
None			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			
Expected Annual Revenue:			
Depot Revenue To Date: \$0			
Other Considerations: Puget Sound and Pacific Railroad is allowed to use the railway for commercial hauling in exchange for doing normal maintenance to the rails and roadbed. The Shipyard provides funding for major maintenance and capital improvements.			
Benefits			
Annual (Government Performed) Inspection reports detail the condition of the railway. Both Puget Sound Naval Shipyard and Submarine Base Bangor directly benefit from the partnership due to the increased reliability and cost avoidance.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			4.00
Anticipated private sector jobs at the depot			0.00
Federal Government DLHs at the depot expended to date			0.0
Capital Investment			
Expected private sector investment			\$ Unknown
Expected direct investment at the depot by other government entities			\$ 0

NS-06		As of Fourth Quarter FY02	
Project:	USS ENTERPRISE (CVN-65) FY02 Extended Drydock Selected Restricted Availability (EDSRA)		Status: Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	NNSY	Northrop Grumman Newport News (NGNN)	Government Furnished Resources Sale Of Services
Authority	Period Of Performance		
10 USC 2208(j) 10 USC 7300	Start Date: October 2001	End Date: February 2003	
Description of Partnership			
By a Memorandum of Agreement (MOA) between Norfolk Naval Shipyard (NNSY) and Newport News Shipbuilding (NNS) dated 23 December 1998, a cooperative arrangement was established between the parties to improve resource and infrastructure sharing and efficiencies. NNSY is providing Drydock #8 and vicinity, Building 274, a laydown area adjacent to Building 510, and Berths 42/43 and vicinity to NNS in support of CVN-65 FY02 EDSRA. The facilities are being provided as government furnished equipment (GFE). In addition, NNSY, Puget Sound Naval Shipyard, and Portsmouth Naval Shipyard are providing outside machinist resources and like services in support of the availability under Title 10 USC 2208 as modified by Title 10 USC 7300. The original period of performance was 1 Feb 02 to 31 May 02, although this has been modified, with an approximate value of \$4.5M.			
Weapon System(s) or Equipment Being Supported			
USS ENTERPRISE (CVN-65)			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$4,500,000
Expected Annual Revenue:			\$4,500,000
Depot Revenue To Date:			\$5,000,000
Benefits			
Due to non availability of a drydock at NGNN to support the CVN 65 EDSRA in FY02, the availability would not have been possible if NNSY's drydock had not been utilized. This partnership made the availability possible.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			44,500.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NS-07		As of Fourth Quarter FY02	
Project:	USS JOHN C. STENNIS (CVN- 74) Planned Incremental Availability (PIA)		Status: Completed Active Preceding Fiscal Year
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	PSNSY	Neport News Shipbuilding	Government Furnished Resources Sale Of Articles Sale Of Services Teaming Workshare
Authority	Period Of Performance		
10 USC 2208(j) 10 USC 2539b 10 USC 2563	Start Date:	October 2000	End Date: January 2003
Description of Partnership			
Newport News had the contract to do work. Due to security badging requirements, Newport News couldn't work in the Propulsion Plant and subcontracted to Puget Sound Naval Shipyard. Puget Sound Naval Shipyard, while conducting Planned Incremental Availability on USS John C. Stennis on Naval Air Station North Island, San Diego, will receive taskings from Supship San Diego for work within the propulsion plant that Newport News shipbuilding or their subcontractors are unable to accomplish.			
Weapon System(s) or Equipment Being Supported			
Aircraft Carrier propulsion plant distributive systs,alterations,ship structure,repairs preservation			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$156,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$156,000
Benefits			
The partnering on aircraft carrier Planned Incremental Availabilities has improved the Navy's ability to ensure on-time maintenance period completions.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			1.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			2,096.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NS-08		As of Fourth Quarter FY02	
Project:	Explosion Bulge Plate Testing Services		Status: Completed
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	PSNSY	Northrop Grumman Newport News Shipbuilding (NG-NNS)	Government Furnished Resources Sale Of Services
Authority	Period Of Performance		
10 USC 2208(j) 10 USC 7300	Start Date: October 2000	End Date:	January 2001
Description of Partnership			
Puget Sound Naval Shipyard provided explosion bulge testing services to certify to Military Specifications two-inch-thick HSLA-100 (High Strength-Low Alloy) plates provided by Newport News Shipbuilding. This was done with the cooperation of, and at the site of Hawthorne Army Ammo Depot, Hawthorne, Nevada.			
Weapon System(s) or Equipment Being Supported			
None			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$31,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$31,000
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			4.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			400.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NS-09		As of Fourth Quarter FY02															
Project: Propeller Repair Facility		Status: Currently Active Active Preceding Fiscal Year															
Command	DMA(s)	Private Entity	Partnership Type														
NAVSEA	PHNSY	Wartsila Lips, Inc.	Government Furnished Resources														
Authority	Period Of Performance																
FAR 45.3	Start Date: April 2000	End Date:	December 2007														
Description of Partnership																	
<p>The Basic Ordering Agreement N00024-96-G-4019 was revised on 28 April 2000. The following Government Furnished Property (GFP) is provided by the shipyard for contractor work performed at Pearl Harbor Naval Shipyard:</p> <table border="1"> <thead> <tr> <th>Asset#</th> <th>Nomenclature</th> </tr> </thead> <tbody> <tr> <td>1051</td> <td>K&R Pitchometer</td> </tr> <tr> <td>42914</td> <td>K&R Pitchometer (provided for spare parts)</td> </tr> <tr> <td>41552</td> <td>Balancing Machine</td> </tr> <tr> <td>Bldg. 5</td> <td>Bridge Crane</td> </tr> <tr> <td>Bldg. 5</td> <td>4,000 sq. ft. (access to 440V, 3 PH power, shop air (95psi), & toilets</td> </tr> <tr> <td>Bldg. 5</td> <td>Laydown space for contractor's CONEX box within Bldg. 5</td> </tr> </tbody> </table> <p>4,000 square feet is authorized for use by the contractor on an intermittent basis. Periods of authorized use shall be identified in each delivery order. Wartsila Lips, Inc. had the bridge crane 5-63BC, 311-042753, certified for use on 1 May 2000 by All Ship & Cargo Surveys Ltd. for 4 years per OSHA requirements. The pitchometers were made available for use and/or upgraded to digital readouts by Wartsila Lips, Inc., as deemed necessary by them to do their work. Under the liability provisions of the contract, Wartsila Lips, Inc. must maintain the government-furnished equipment.</p> <p>Wartsila Lips personnel come on travel to the shipyard to perform work. Therefore, private sector jobs are created at the shipyard. However, the private sector workers are not local (Hawaii) workers, so that is why the number zero is used.</p>				Asset#	Nomenclature	1051	K&R Pitchometer	42914	K&R Pitchometer (provided for spare parts)	41552	Balancing Machine	Bldg. 5	Bridge Crane	Bldg. 5	4,000 sq. ft. (access to 440V, 3 PH power, shop air (95psi), & toilets	Bldg. 5	Laydown space for contractor's CONEX box within Bldg. 5
Asset#	Nomenclature																
1051	K&R Pitchometer																
42914	K&R Pitchometer (provided for spare parts)																
41552	Balancing Machine																
Bldg. 5	Bridge Crane																
Bldg. 5	4,000 sq. ft. (access to 440V, 3 PH power, shop air (95psi), & toilets																
Bldg. 5	Laydown space for contractor's CONEX box within Bldg. 5																
Weapon System(s) or Equipment Being Supported																	
Submarine propellers																	
Revenue or Consideration																	
Expected Total Revenue Over Life Of Partnership:																	
Expected Annual Revenue:																	
Depot Revenue To Date: \$0																	
<p>Resources Provided/Benefits Derived: This partnering arrangement permits provisioning of government-furnished facilities and equipment for contractor use to accomplish Navy work. No other resources are provided by the Shipyard. The Navy has cost avoidance savings in the transportation costs of shipping the propeller to and from the contractor's mainland facility at Poulsbo, Washington or Chesapeake, Virginia. The shipping cost is somewhat offset by the payment of transportation and per diem costs for the contractor's workforce at Pearl Harbor for each delivery order. Also, transportation costs are incurred in the shipment of standards and equipment to and from the mainland facilities.</p>																	
Benefits																	
<p>There is reduced repair cycle time for the propellers since shipment time to and from the mainland is avoided. The propellers are more readily available to the Fleet as significant time is saved due to the normal time loss when these assets are transported to and from the mainland.</p>																	
Workforce																	

Partnership Synopsis — All Partnerships At All Navy Depots

<u>Workforce</u>	
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership	0.0
Anticipated private sector jobs in the local community (excluding those at the depot)	0.00
Anticipated private sector jobs at the depot	0.00
Federal Government DLHs at the depot expended to date	0.0
<u>Capital Investment</u>	
Expected private sector investment	\$ 0
Expected direct investment at the depot by other government entities	\$ 0

NS-10		As of Fourth Quarter FY02	
Project:	Nuclear Aircraft Carrier (CVN) Maintenance Benchmarking		Status: Currently Active Active Preceding Fiscal Year
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	PSNSY	Todd Pacific Shipyard Corporation	Teaming
Authority	Period Of Performance		
Other-Memorandum of Agreement	Start Date:	September 2001	End Date: September 2004
Description of Partnership			
<p>The products of the Puget Sound Naval Shipyard/Todd Benchmarking Partnership are Benchmarking process studies, which are essential to further both organizations' mission in meeting the maintenance and modernization needs of the Navy. In response to customer demand for top quality products and services, maintenance providers are continually searching for "Best Practices" that can be adopted to improve their business practices. Benchmarking is the continuous process of measuring one's products, services and practices against the best anywhere in the business world to achieve improved performance. Puget Sound Naval Shipyard and Todd Pacific Shipyards Corp. have determined that a benchmarking partnership contributes to a mutually beneficial goal of achieving the most timely and cost effective ship repair processes in compliance with all federal, state and local laws. Both parties benefit from effecting the completion of mutually agreed upon benchmark and process improvement studies.</p> <p>The first benchmark study conducted with Todd was titled "NAVSHIPYD Puget Sound/Todd Benchmark Study-Structural and P2 Pipe Welding Processes." Both parties agreed that this subject matter be benchmarked due to the high volume of welding to be completed for the service steam change out of both carrier overhauls. Upon completion of the study (22 Mar 2002), no significant cost savings were identified by either shipyard. However, a much clearer understanding of each organizations processes was gained. This knowledge along with a "Team Concept" was developed between shipyards and goes far beyond this benchmark study.</p>			
Weapon System(s) or Equipment Being Supported			
None			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			
Expected Annual Revenue:			
Depot Revenue To Date: \$0			
Other Considerations: This is considered an in-kind arrangement which benefits both parties. The purpose of this partnership is to enhance efficiencies of both organizations by working together to adopt best practices, increase cooperation and teamwork between the parties, minimize duplication of effort, minimize cycle time delays, and reduce administrative costs.			
Benefits			
To date only one Benchmark study on a specific process has been completed. The findings on the first study indicated few differences between shipyards (Puget Sound and Todd) for the compared processes. There were no significant cost savings identified by either shipyard in this particular study. Cost and cycle time were the main metrics considered. However, a much clearer understanding of each organization's processes was gained. This knowledge, along with a "Team" concept that has developed between shipyards, goes far beyond this benchmark study.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			526.0

Partnership Synopsis — All Partnerships At All Navy Depots

Capital Investment		
Expected private sector investment	\$	0
Expected direct investment at the depot by other government entities	\$	0

NS-11		As of Fourth Quarter FY02	
Project:	Guided Missile Attack Submarine (Nuclear-Powered) (SSGN) Design Conversion		Status: Completed
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	PSNSY	Electric Boat Corporation	Other-SSGN Design Build Participation
Authority	Period Of Performance		
10 USC 7300	Start Date:	October 2001	End Date: December 2002
Description of Partnership			
<p>The work scope of the SSGN Design and Conversion is in its planning stages through his arrangement. At this time the execution activity for SSGN Conversion is undefined and the SSGN Conversion Execution Contract and the Design Build Contract have not been awarded.</p> <p>In this arrangement EBC, NAVSEA, and Naval Shipyards (PSNS and NNSY) established a non-binding Memorandum of Agreement (MOA) to define the conceptual framework for a working relationship between Electric Boat Corp. and the Naval Shipyards with regard to the OHIO Class SSGN design and conversion, and generally describes how the parties will work together to perform the work scope most effectively. Separate Interface Agreements (IA's) were established to further define responsibilities.</p> <p>The following key product and process functions are agreed:</p> <p>The Design Build team process as outlined in the IA's will be applied to the OHIO Class SSGN design development. This process requires active participation by all the key parties in the design development phase. A baseline Conversion sequence will be jointly developed in Artemis incorporating Interface Events by EB and the Naval Shipyards with enough definition to refine Interface Event Job Content. A Conversion Master Interface Event List will be developed from this sequence which will include key events approved by NAVSEA. (The Interface Events will establish installing shipyard need dates for design, procurement, manufacture and test products.)</p> <p>Ship checks will be performed on each ship as a team effort between EB and the Naval Shipyards. This will facilitate effective integration of the OHIO Class SSGN design.</p> <p>EB will provide conversion drawings and the Naval Shipyards will develop the work packages for installation.</p> <p>EB will order and provide all standard materials, engineered components, and manufactured assemblies for conversion to the Naval Shipyards, except as noted within the IA's.</p> <p>EB will provide Conversion Engineering Liaison Office support teams to each Naval Shipyard prior to start of material delivery through delivery of the last ship.</p> <p>Specific operational details for implementing the working relationship addressed by this MOA will be subject of separate IA's between the key parties. These will include the following five subject matter areas:</p> <p>Information and Technology - to define computer installation and electronic interfacing at EB, and computer installation at the Naval Shipyards.</p> <p>Material Acquisition and Control - to define all material related processes to govern material supply controls and support to the Naval Shipyards.</p> <p>Planning – to detail development and maintenance of the Conversion Master Interface Event List, drawing model, product structure development, drawing review process, change management process and manufacturing to support the conversion schedule.</p>			

Quality - to identify interface responsibilities between EB, Naval Shipyards and NAVSEA quality control systems.

Test – to identify the systems for which testing will be developed.

The MOA was effective upon signature by all parties and shall remain in effect, to the extent that it is not inconsistent with any contract or future legislation, until superseded or terminated by mutual consent. Signed 5 October 2001.

Neither the MOA nor any IA is intended to create or alter any contractual rights or obligations of the parties. In the event of any conflict or inconsistency between terms in this MOA (or any IA) and program contracts, such contracts shall govern.

Weapon System(s) or Equipment Being Supported

SSGN Attack Weapons System

Revenue or Consideration

Expected Total Revenue Over Life Of Partnership: \$2,500,000

Expected Annual Revenue:

Depot Revenue To Date: \$67,000

Benefits

Design Build Participation establishes early shipbuilder involvement to define the deliverables (content and format), define ship build strategy and define construction schedule requirements. This allows the designer to customize the design to maximize the shipbuilder's requirements thereby reducing design changes, prioritizing the design deliverables to be driven by real need dates and schedule of material delivery to coincide with actual need dates.

Workforce

Anticipated number of Federal Government jobs at the depot directly attributable to this partnership	9.0
Anticipated private sector jobs in the local community (excluding those at the depot)	
Anticipated private sector jobs at the depot	
Federal Government DLHs at the depot expended to date	900.0

Capital Investment

Expected private sector investment	\$ 0
Expected direct investment at the depot by other government entities	\$ 0

Partnership Synopsis — All Partnerships At All Navy Depots

NS-12		As of Fourth Quarter FY02	
Project:	USS NIMITZ (CVN-68) and USS RONALD REAGAN (CVN-76) Production Services		Status: Completed Active Preceding Fiscal Year
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	NNSY	Northrop Grumman Newport News	Sale Of Services
Authority	Period Of Performance		
10 USC 2208(j) 10 USC 7300	Start Date:	November 2000	End Date: February 2001
Description of Partnership			
Norfolk Naval Shipyard sold general production services to Newport News Shipbuilding in support of CVN-68 and CVN-76 availabilities. These included pipefitting, sheet metal and insulation services.			
Weapon System(s) or Equipment Being Supported			
CVN 68 and CVN 76			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$1,800,000
Expected Annual Revenue:			\$1,800,000
Depot Revenue To Date:			\$1,800,000
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			25,000.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NS-13		As of Fourth Quarter FY02	
Project: USS DWIGHT D. EISENHOWER (CVN-69) and USS RONALD REAGAN (CVN-76) Production Services		Status: Completed Active Preceding Fiscal Year	
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	NNSY	Northrop Grumman Newport News (NGNN)	Sale Of Services
Authority	Period Of Performance		
10 USC 2208(j) 10 USC 7300	Start Date: July 2001	End Date: September 2001	
Description of Partnership			
This arrangement is for the sale of general production services to Newport News Shipbuilding in support of CVN-69 and CVN-76 availabilities. Norfolk Naval Shipyard sold general production services to Newport News Shipbuilding in support of CVN- 69 and CVN 76 availabilities. These included pipefitting, sheet metal, electrician and outside machinist services.			
Weapon System(s) or Equipment Being Supported			
CVN-69; CVN-76			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$440,000
Expected Annual Revenue:			\$440,000
Depot Revenue To Date:			\$440,000
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			9.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NS-14		As of Fourth Quarter FY02	
Project:	USS MEMPHIS (SSN 691) FY02 Selected Restricted Availability/Restricted Availability (SRA/RAV)		Status: Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	PTNSY	General Dynamics, Electric Boat Division	Teaming Workshare
Authority	Period Of Performance		
Other-FAR Contract	Start Date:	January 2002	End Date: December 2002
Description of Partnership			
Portsmouth Naval Shipyard uses Electric Boat manpower and facilities to perform maintenance work on the nuclear submarine. Work (labor) is split, 60% accomplished by Portsmouth Naval Shipyard and 40% by Electric Boat, for specific tasks on USS MEMPHIS SSN-691. Work is being performed in Electric Boat drydock and New London Subase.			
Weapon System(s) or Equipment Being Supported			
USS MEMPHIS SSN 691			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$28,904,500
Expected Annual Revenue:			
Depot Revenue To Date:			\$21,347,900
Resources Provided/Benefits Derived: Use of private shipyard drydocks lessens the burden on floating drydocks at New London Subase. The workshare arrangement results in more efficient use of Portsmouth Naval Shipyard and Electric Boat work forces. Work performed under this partnership generates revenue for the depot, from the Navy.			
Benefits			
This job could not be completed in the required time frame or cost if this partnership was not formed. Drydock availability in New London CT and the urgency of the repair drove the work location decision. The work partnering decision was a labor resources sharing decision. Work sharing assembled the best of Portsmouth Naval Shipyard and Electric Boat propulsion plant engineering personnel to scope/plan/and deck plate support the main reduction gear replacement portion of the availability. The arrangement considered the best practices of new construction and major maintenance in job planning and execution.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			183,288.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NS-19		As of Fourth Quarter FY02	
Project:	Torpedo Facility Partnership		Status: Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	NUWCK	Raytheon Electronic Systems	Lease Of Facilities And Equipment
Authority	Period Of Performance		
10 USC 2667	Start Date: July 2002	End Date:	June 2005
Description of Partnership			
This facilities and equipment lease agreement was signed and implemented in June 2000. It was recharacterized as a Center of Industrial and Technology Excellence (CITE) initiative in July 2002, as indicated by the start date. The revenue over the life of the arrangement is \$500,000 per year since 2000. NUWC Division Keyport is providing the operating building and equipment. Raytheon Electronic Systems performs production and integration of torpedo kits as the Original Equipment Manufacturer (OEM).			
Weapon System(s) or Equipment Being Supported			
MK46, MK48, and MK54 Torpedoes			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$2,500,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$1,500,000
Benefits			
Co-location of the depot and OEM afforded by the lease is intended to reduce logistics time and cost; thus reducing the procurement cost to DoD.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			Unknown
Anticipated private sector jobs at the depot			Unknown
Federal Government DLHs at the depot expended to date			0.0
Capital Investment			
Expected private sector investment			\$ 2,500,000
Expected direct investment at the depot by other government entities			\$ 0